



## MONTGOMERY COUNTY FIRE AND RESCUE SERVICE DRIVER/OPERATOR TRAINING PROGRAM

# Practical Application Guide Sheet

### METRO Water Supply (Revised March 2015)

**Driver Performance Competency:** The driver candidate shall position Engine to make appropriate connections to a METRO Rail standpipe Fire Department Connection (FDC) at a fan/vent shaft or emergency exit shaft. The driver candidate shall establish a external water supply. The Candidate will supply the FDC.

1. Locate the Fire Department Connection (FDC) and the nearest hydrant. Position Engine for access to FDCs. \_\_\_\_\_(5)
2. Stop Engine and apply parking brake. \_\_\_\_\_(5)
3. Place wheel chock in appropriate location. \_\_\_\_\_(5)
4. Open TPM to appropriate pressure to account for hydrant pressure. \_\_\_\_\_(5)
5. Check connections for obstructions/damage and obtain the depth of the riser on the plate on the FDC. \_\_\_\_\_(5)
6. Establish a water supply from a hydrant. \_\_\_\_\_(5)
7. Partially open hydrant to flush. \_\_\_\_\_(5)
8. Establish water supply and set up for "heavy water" hookup. \_\_\_\_\_(5)
9. Connect Officers Side High Flow Discharge to FDC via appropriate length of 3" hose. \_\_\_\_\_(X)
10. Open hydrant. Open appropriate intake bleeder valve. Close bleeder valve after air is evacuated.  
Open appropriate MIV and note static intake pressure from hydrant. \_\_\_\_\_(5)

**Intake Pressure:** \_\_\_\_\_

11. Open appropriate High Flow Discharge to begin filling system at hydrant pressure with pump disengaged. \_\_\_\_\_(5)
  12. Connect a second 3" line from other Officers High Flow Discharge to FDC and open discharge valve. \_\_\_\_\_(5)
  13. Complete "heavy water" hookup, open MIVs and discharges. \_\_\_\_\_(5)
  14. Advise command if system doesn't fill within 10 minutes. Positive discharge pressure indicates a full system. \_\_\_\_\_(5)
  15. Once system is full. Engage pump. Listen for pump to engage, speedometer reading approximately 10-15 MPH and green "Ok To Pump When Lit" indicator light in cab should be illuminated. Operator should also hear Air Compressor engage. \_\_\_\_\_(5)
  16. Operator will confirm the following: Pump panel is illuminated, FoamLogix Pump is on, Air Compressor is on, there is positive discharge pressure on the Master Discharge Gauge and the "Tank To Pump" valve is open. \_\_\_\_\_(5)
  17. Turn OFF CAFS Air Compressor and FoamLogix pump. \_\_\_\_\_(5)
  18. Adjust TPM in anticipation for discharge pressure. \_\_\_\_\_(5)
  19. Throttle up to the proper discharge pressure for the elevation that the attack is taking place. \_\_\_\_\_(5)
- 500 GPM flow, 150 PSI to connection -5 PSI/10ft head pressure.
- \*Evaluator will inform candidate depth of standpipe riser \_\_\_\_\_(5)

**Discharge Pressure:** \_\_\_\_\_

20. Ensure that there is a means for water to be constantly circulating through the pump for cooling in the event that both lines are shut down. \_\_\_\_\_(5)
21. Monitor pump panel, pump, and engine compartment gauges. \_\_\_\_\_(5)
22. Once advised to throttle down, close discharges and MIVs. \_\_\_\_\_(5)
23. Disengage pump. \_\_\_\_\_(5)
24. Close hydrant and replace 2 1/2" plugs in FDC. \_\_\_\_\_(5)

25. Ensure Engine is ready for service. \_\_\_\_\_(5)  
*Note: Operators may open fan/vent shafts but **must not** enter unless approved by command.*

**Total Possible Points 100**

**Candidate's Score** \_\_\_\_\_

## **Critical Fail Points**

**Failure to successfully perform any of the following components will result in an automatic failure of this evolution regardless of total score.**

- Not delivering the requested product**
- Improper setting of the TPM at any stage of the evolution**
- Improper discharge pressures**
- Failure to turn OFF CAFS Air Compressor and/or FoamLogix pump**
- Loss of water/pressure in Standpipe supply line**
- Failure to notify command if system does not fill in 10 minutes**
- Failure to use wheel chock**
- Activation of TRV**

**PASS**

**FAIL**

\_\_\_\_\_  
**Test Evaluator**

\_\_\_\_\_  
**Date**